

So. California Railway Plaza Assn. &
So. California Scenic Railway Assn.

present the

Hot Rail!

newsletter



*The latest on efforts to build and maintain
a permanent railroad attraction in Southern California*

Volume VIII, Number 3

Fall 2010

BARLOW TO CHRONICLE HUGE SANTA FE STEAM LOCOMOTIVE'S RESTORATION AT OCT. 13 MEETING

*By Donna Johnson, Community and Media
Relations Chair*

The October 13 Quarterly Dinner Meeting will present SCRPA founding member George Barlow with a "really big show": a 400-ton story of the restoration of Santa Fe steam locomotive No. 3751.

Barlow has created a multimedia program documenting the transition of the 3751, which had been sitting in a San Bernardino Park for 28 years and was "rusty, rundown and ready to be scrapped" in 1986. That's when the San Bernardino Railroad Historical Society (SBRHS) stepped in with a rescue plan.

Barlow, who eventually became a licensed steam locomotive engineer (though his license has since lapsed), joined the effort in 1989 and six years later, he said, after "tons of work and money, it looked and ran like a new locomotive."

Built in 1927 by Baldwin Locomotive Works in Philadelphia for Santa Fe, the mighty engine was a prototype – the first of that kind of locomotive, Barlow explained. Its restoration is the story of huge cranes, talented welders, custom-crafted tools and dedicated people's skills – "expertise which is going by the way-side because there's no longer a need for those skills."

And the locomotive played a key role in the formation of SCRPA.

Barlow, a charter board member currently serving as our membership chairman, connected in 1991 with co-founding member Robert Root, a longtime rail enthusiast who had gone to check out the 3751 project.

The duo and a few others formed the Railway Plaza Association in 1996 and began holding annual Railroad Days at the Santa Fe Depot in Fullerton, where 3751 was the star exhibition for several years.

To learn more about the restoration, plan to attend the Fall Quarterly Membership Meeting and dinner. A mixer starts at 6 p.m. October 13 at the China Buffet, 104 W. Orangethorpe Ave., at Harbor Boulevard, in Fullerton. Dinner is \$15 per person, which includes an all-you-can-eat buffet, soft drink and gratuity.

**See the flier and RSVP form inserted
in this *Hot Rail* edition.**



George Barlow uses a power greaser on the rod bushings, where they attach to the 7-foot-high wheels on Santa Fe No. 3751

PRESIDENT'S MESSAGE

Autumn greetings to all SCRPA members and families. Hopefully, your summer was enjoyable – and cooler than other parts of the country.

Railroad Days 2011 is in the planning stages for a return to Brea Downtown, under the leadership of its new chairman, Jeff Schulze.

Brea City Council members invited SCRPA officers to their July 20 meeting and presented a Certificate of Congratulations for our successful Railroad Days 2010,

Continued on page 2

along with voicing their anticipation of an “even bigger and better” event on April 30-May 1, 2011.

Brea Downtown Owners Association officials also have committed their support and agreed to repeat as hosts of Railroad Days 2011.

Corporate sponsorships are currently being sought to support the event. Indications are positive, as of this newsletter, that interest and commitment are on the upswing over last year.

Meetings continue with Southern California Railroad Experience (SCRX) Committee members and various civic leaders about the future interactive museum, its location and funding to bring it to fruition.

After 12 years of service and dedication to SCRPA, Stan Swanson has submitted his resignation from the Board of Directors. Stan chaired the poster contest and coordinated the quarterly dinner meetings. His presence and volunteer spirit will be greatly missed.

Thank you, Stan, for all those years of leadership.

At our September board meeting, Barbara El-dredge, Terry Galvin and Richard Hopping were chosen to serve on the Nominating Committee for 2011 board elections. The following members’ terms expire in January: George Barlow, Fred Canfield, George Engelage IV and the seat being vacated by Stan Swanson.

See you at our Dinner Meeting!
Harold Benash

CRITIQUE PROVIDES LESSONS FOR PLANNING RAILROAD DAYS 2011

By Terry Galvin, SCRX & Railroad Days Committee Chair

In the weeks subsequent to the highly successful Railroad Days 2010, the committee examined the event with the goal of fixing what was broken and emphasizing what went well. From the public point of view, it was a well executed and wonderful experience. Not a bad first effort in a new community with new challenges.

There were shortcomings that the public never realized since they did not know what to expect. The committee divided the event into eight functional areas and has reviewed each with an eye to streamlining, reinforcing and improving it for the next time.

Examples are the street layout, which will be modified to respond to complaints or suggestions received from Birch Street merchants; the location and variety of the live entertainment; additional shuttles to the track area, in light of the expected increase in equipment on display next year; communication and coordination improvements, and other areas that can be enhanced.

CORRECTION



Jeanie Schultz is the dedicated seamstress who donated her beautifully hand-crafted, train-themed quilt (pictured at left) as a fundraiser at Railroad Days 2010 in Brea. We apologize for having her name wrong in the Summer *Hot Rail*.

Southern California Railway Plaza Assn.

Our Vision Is

Promotion of educational programs, activities, and venues for people of all ages, dedicated to the preservation of the rail heritage of Southern California.

Our Mission Is

Education of the public, providing an historical insight into the numerous contributions that railroads have made to the development and growth of Southern California from the 19th century forward.

Our Goals Are

- Successful development of the Southern California Railroad Experience
- Production of the annual Railroad Days and Children’s Rail Safety Poster Contest community events
- Sponsorship of historical research and modeling of significant sites and structures, publication of the *Hot Rail!* newsletter, and presentation of quarterly dinners and speakers on topics of member interest

The SCRX Vision Is

To be the premier destination for presenting the spirit of Southern California through its railroad heritage.

The SCRX Mission Is

To provide, through our ideas, exhibitions, and programs, engaging educational and entertaining experiences to Southern California residents and visitors.

The SCRX Goals Are

To fulfill the Vision and Mission by developing and presenting programs that capture the spirit of Southern California through its railroad heritage and by partnering with governmental and private entities to create an experiential destination.

It is the consensus of the committee members that too few people did too much of the work. We need more volunteers before and during the event and better coordination among the various volunteer activities.

November 1, 2010, has been designated as the magic date for having the funding in place for next year. It is also the first deadline for volunteer committee chairpersons for those areas that must go into immediate action if the funding goal is achieved.

Please be prepared to volunteer as called upon — or better yet, take the initiative to contact the 2011 Railroad Days Chairman Jeff Schulze, to see what you can contribute to the effort.

SCRX Status

The SCRX Committee has been exploring in more detail the possible location of the Southern California Railroad Experience destination attraction in Brea. The discussions have been positive and productive and have included local community members.

There will be little that can be publicly stated until more work is done on site review, possible financing options, joint development opportunities, and timing. It is encouraging that many in the community have expressed a genuine interest in the concept and have encouraged us to pursue it.

CLIMB ABOARD FOR TERROR TRAIN ON NOVEMBER 6 MOVIE NIGHT

*By Gordon Bachlund, Movie
Nights Chair*

Our members' free retrospective film series Scary Movie Night will offer a whole menu of chilling fun on Saturday, November 6 (re-scheduled from the October date) at the Fullerton Museum Center, 301 N. Pomona Ave., at Wilshire Ave. in downtown Fullerton.

The evening will open at 6 p.m. with a wine tasting under the tutelage of Dennis White and sponsored by Jeff Schulze, on the museum patio.

Screen action will begin with "Quack Shot," a Warner Bros. 1954 color cartoon with Elmer Fudd in the spotlight amidst a series of explosive moments.

The feature screening will take you on a spooky ride aboard *Terror Train*, a 20th Century Fox (1980-R) color film, directed by Roger Spottiswoode and starring Jamie Lee Curtis, Ben Johnson and David Copperfield.

Three years after a college fraternity evil prank backfires, the former students hold a winter costume party aboard a chartered steam train. As they journey into an icy wilderness, the students responsible for the prank are murdered one-by-one, with the killer assuming the mask and costume of each victim in turn.

How will this whodunit end? Come and be entertained at the quarterly Movie Night, hosted by longtime chairman Gordon Bachlund.

HISTORICAL & MODELING COMMITTEE FALL REPORT

By Dennis White, H&MC Secretary and Editor

New La Habra Valley railroading modular project underway

During the summer, committee members discussed where to direct our next history project, culminating with a decision to model La Habra's Union Pacific and Pacific Electric Depots circa 1930. The UP and PE tracks paralleled each other through La Habra, with the competing stations situated diagonally across the road from each other.

Research on the history of the depots, packinghouses and old water tower provided the information needed to create a track plan that could be squeezed onto a 2-foot by 8-foot module.

Doug Archer created HO scale models of the UP and PE depots from plans drawn with the help of photos and measurements of the actual buildings. Still to be built is the water tank and large packing plant that sat directly across the street from the Union Pacific Depot.

Construction of the new modules commenced September 6 at the home of Harold Benash, completing the basic framework of the units. Barring unforeseen com-



plications, the new module could debut at one of the fall or winter railroad shows.

Besides digging for historic facts, looking for artifacts, building dioramas and models, the folks of the History and Modeling Committee are active "worker bees" for SCRPA. We are involved in all the events and functions of the parent organization. If you would like to get involved, the H&MC is a great place to start.

Won't you join us?

We need the participation of SCRPA and SCSRA members who share our dreams. Whatever your railroad interest, there is a place for you in H&MC.

Meetings are held 7 p.m. on the fourth Tuesday of each month (except June and December) at St. Paul's Lutheran Church (corner of Las Palmas Road and Harbor Boulevard), Fullerton. Please contact Dennis White (714-871-4341) or Harold Benash (714-525-6266) for directions or any questions regarding H&MC.

EARLY RAILROADING TRACED AGE-OLD CORRIDOR THROUGH LA HABRA VALLEY

By Dennis White, SCRPA Vice President

The Spanish land grant known as El Rancho Cañada de La Habra stretched from today's Whittier to Brea, sandwiched between the Coyote Hills on the south and the Whittier Hills to the north and known geographically as the La Habra Valley. It is home to the communities of Brea, La Habra, and La Habra Heights, as well as parts of Whittier, Fullerton and Placentia.

Most linguists agree there is no Spanish phrase "La Habra." Some of those experts believe "La Habra" is a corruption of the Spanish la abra, meaning "the opening." The city's website claims La Habra means "pass through the hills," and Hacienda Heights Road marks a natural pass through the Whittier Hills and was part of the El Camino Real, so that pass could be an opening.

While its name origin might be obscure, the fact that the La Habra Valley has always been a transportation corridor is true. First there were Indian trails, then the El Camino Real (King's Highway), linking California Mission San Juan Capistrano de Sajavit to Mission San Gabriel Arcángel, and eventually railroads, pipelines and state highways passed through. A weekday afternoon on Imperial Highway should remove any doubts as to the importance of this corridor.

The La Habra Valley began to urbanize in the late 19th century with settlers arriving by wagon teams and the Santa Fe Railway in nearby Fullerton. The former rancho was parceled primarily for sheep farming and agriculture, including the planting of wheat, barley, walnuts, avocados and citrus. It wasn't long before the valley became known for its superior agricultural products.

In 1905, Henry Huntington, owner of the mighty Pacific Electric Railway Company, had visions of con-

Continued on page 4

Continued from page 3

necting his San Bernardino/Riverside line to Los Angeles by building a line from Whittier Junction through north Orange County, Santa Ana Canyon and on to Corona, connecting to his already established lines in San Bernardino and Riverside counties and creating a balloon loop through the Inland Empire.

Needless to say, the Santa Fe Railway wasn't keen on Huntington's idea.

Ignoring those who said it couldn't be done, Huntington purchased land from Whittier Junction to Esperanza Road (Orangethorpe Avenue) in Yorba Linda. Incorporating as The Riverside Road, Huntington's acquisition of right of way was a thinly disguised attempt to hide Pacific Electric involvement. Legal delays, a shortage of labor and prior allocation of funds for other PE projects combined to delay the start of construction until early 1907.

Building from Whittier Junction, track-laying was slow, arriving at a place PE decided to call Pillsbury in October of 1908. Located 2-1/4 miles east of La Habra, Pillsbury was just short of Berry Avenue in the township of Randolph (later renamed Brea). Pacific Electric built a substantial, wood-framed depot on the east side of Hiatt Street (now Euclid Street) to serve La Habra, along with a small, temporary shed at Pillsbury (see photo of PE Depot on top of page 5).

By early 1909, PE track crews were pushing eastward again. A depot identical to the one in La Habra was built in Randolph and another, larger structure in Yorba Linda. PE passengers began arriving in Yorba Linda in July 1909.

The arrival of the Pacific Electric in La Habra was welcomed by local ranchers who now had an economical and timely means of moving their produce to market. Large packinghouses were built along the line.

In 1912, the Standard Oil Company established the Coyote Hills District to work the Murphy-Coyotes oil lease, constructing a high-pressure pipeline from the oil fields to its El Segundo refinery in Los Angeles County. The vast majority of oil drilling and pumping equipment needed by Standard Oil arrived in La Habra on the Pacific Electric, where it was unloaded at the team track north of the depot and trucked to the oil lease.

During the period of 1914-1919, many new oil men came to La Habra to live and work the highly productive Murphy-Coyotes oil lease of Standard Oil. Company houses were built in the southwest corner of the city for these workers.

In 1913, California Fruit Growers Exchange, better known by its brand name Sunkist, built a citrus packinghouse in La Habra along the north side of the Pacific Electric track. Lemons and Valencia oranges were the primary citrus grown in the valley. At one time, La Habra Citrus Association controlled more citrus acreage than any other association in the state of California.

Wanting to tap into the agricultural business, Union Pacific decided in 1916 to expand their tracks into Or-

ange County. On April 30, 1917, the Federal government authorized Union Pacific's issuance of bonds for construction of an Anaheim Branch between Santa Ana and Pico (Whittier Junction). A recession, U.S. entry into World War I, and the nationalization of American railroads under the United States Railroad Administration (USRA) delayed the start of construction until 1923.

Track-laying began at Whittier Junction, arriving in Anaheim later that same year. UP's stated destination of Santa Ana was never reached. The first revenue passenger train, a McKeen self-propelled railcar, arrived in Fullerton on July 1, 1923, passing through La Habra. The McKeen cars operated from Los Angeles to La Habra, Fullerton and Anaheim for six years until replaced by buses in 1929 (see photo of UP Depot on bottom of page 5).

Union Pacific's rails through Whittier and La Habra followed along just to the north of Pacific Electric's right of way. At Walnut Street, one block west of the La Habra PE station, the UP tracks swung north of the PE complex of sidings, team tracks and packing houses, returning to parallel operation one block east at Cypress Street. UP built a small mission style depot at the apex of this sweeping curve, opening in October of 1923.

Southern Pacific succeeded Pacific Electric in 1961 and began an almost continual trimming of the Yorba Linda line. By the turn of the 21st century, track had been cut back to Berry Street in Brea.

Union Pacific eventually swallowed up Southern Pacific, but before that time, UP and SP consolidated their rail operations in the La Habra Valley, agreeing that it was foolish to maintain duplicate rail all the way from Whittier Junction to end of track. The UP rail was pulled up in 1964 and both railroads took turns operating the old Pacific Electric alignment.

The Union Pacific Depot was abandoned in 1964 and sat vacant until it, and the land surrounding it, were purchased by the city of La Habra and converted into Portola Park. The UP depot was remodeled into the La Habra Children's Museum. A remnant of the sweeping curve that once served the UP depot became the resting place for several freight and passenger cars attached to the museum and Portola Park project.

The Pacific Electric Depot remained in use as the freight office for Southern Pacific interests, but it became surplus in 1969. It was used by a construction company for a while and was due to be torn down when, in 1976, it was purchased by the city of La Habra. It was moved one block north and placed in Portola Park next to the Union Pacific Depot/Children's Museum. The PE depot was restored and converted into the La Habra Community Theatre.

Today, rail traffic through the La Habra Valley is much lighter than during the 20th century but still important to those industries that rely upon its services. A Union Pacific "Turn" operates roughly every other

Continued on page 6

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Above, La Habra PE Depot; below, La Habra UP Depot. Photos taken in 1965, after UP abandoned their track and depot and after PE became Southern Pacific. Photos courtesy of the Orange County Clerk-Recorder, Archives Department.



day along the tracks through La Habra, Brea and down the Fullerton Branch to the Con Agra plant in West Fullerton.

Citrus is gone, but the freights of today move many carloads of PVC pellets, vegetable oil, lumber and manufactured goods along the 100-year-old Pacific Electric right of way.

Sources:

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- http://en.wikipedia.org/wiki/La_Habra,_California
- http://www.orangecounty.net/cities/LaHabra_history.html
- Orange County Clerk-Recorder, Archives Department
- "A Timeline of Southern California Railroading," David Norris, Fullerton Railway Plaza® Association, Fullerton, CA, 2001
- "Brea: Celebrating 75 Years," Teresa Hampson, Brea Historical Society, Brea, CA, 1993
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- "Rails Through The Orange Groves," Vol. 1 & 2, Steven E. Donaldson, William A. Myers, Trans-Anglo Books, Glendale, CA 1989
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SCSRA'S REMINISKEY HONORED AT ANNUAL DINNER AT DEPOT

By Sue Kientz

The summer kicked off fabulously with the annual food-fun-train fest which is the H&MC/SCSRA Annual Dinner at the Depot, held on Saturday, June 26, at SCSRA's cabooses at the Fullerton Amtrak Station.

The food was tasty, the prizes numerous, and the trains rattled our brains delightfully. In the middle of all the merriment, SCSRA also followed its long tradition of honoring one of their own with the prestigious Ridenour Award, presented this year by SCSRA President Gordon Bachlund to Tommy Reminiskey.



Tommy Reminiskey.
Photo by E. Alper

SCSRA Ridenour Award

Clarence Ridenour was a founding member of the SCSRA, which was incorporated on December 16, 1983.

In our early days, limited by our small size and lack of major funding, we labored with what we had, and Clarence, who carpooled with Greg Smith to Travel Town, worked with us.

Clarence had been both a machinist and a pipe fitter during his working career, so he undertook to rebuild the eight starting air check valves for the AT&SF M.177 motorcar's Winton engine, our main project at the time. His health was failing, however, and he and his wife moved from Garden Grove, CA, to Grant's Pass, Oregon.

Within a few years, Clarence passed away, but his memory lived on in our hearts. In early 1993, our then President, Chell Hurdle, proposed a volunteer service award named after Clarence, since without Clarence's motivation we might not ever have become organized.

The award plaque reads as follows: "Clarence Ridenour Award, SCSRA, presented to (name) for Leadership, Inspiration and Dedication." The first ever Award was made in June 1993 to Joe Barilari.

This year's Clarence Ridenour Award winner, Tommy Reminiskey, joined the organization in 2006, and since then has helped the SCSRA in numerous ways since our moving to Fullerton, especially by his efforts in maintaining our cabooses. He also stepped up to the plate during our participation in Railroad Days 2010 in Brea by getting our display boards out of the cabooses and up to Brea to the Preview Center. We appreciate Tommy's dedication and willingness to volunteer when the association is in need. Congratulations, Tommy!

Dinner and Dennis

This year's meal was once again catered by the Santa Fe Cafe, a delicious spread of sandwiches, chips, salads, and unlimited soft drinks. Thanks to Jeff Schulze for organizing the meal and corralling the door prizes, and Harold Benash and Dennis White for taking care of many details.

Harold served as MC for the occasion, and he did a fine job of it. In an especially poignant moment, Harold had to explain that Dennis White had just been taken to the hospital with another heart attack the night before. The assemblage prayed for Dennis' quick and full recovery. I can happily report today that Dennis was released from the hospital shortly thereafter, and has been doing pretty well, all things considered. Our prayers that night were heard, and I'm sure we are all grateful for that.

Door Prizes

After the dinner and the Ridenour Award presentation, the door prizes were distributed. Thanks to the many people who generously donated prizes for what turned out to be a mammoth drawing, with — as has happened many times now — so many prizes that we nearly went through all the tickets twice.

See below our generous donors, the happy winners, and a list of all the wonderful and interesting rail-themed prizes:

Door Prize	Donated by	Winner(s)
Santa Fe Rules of the Operating Dept., 1966	Gordon Bachlund	Don Lawver
Railroad Magazines	Jack Barich	Dave Norris
Santa Fe Rules of the Operating Dept., 1975	Gordon Bachlund	Margaret Archer
Railroad Magazines	Jack Barich	Don Lawver
Santa Fe Timetables	Bob Gordon	Marty Kluck
AAR The Standard Code of Operating Rules 1986	Gordon Bachlund	Lauri Schulze
Railroad Magazines	Jack Barich	Paul Gerhart
Book: <i>Tourist Trains</i>	Sue Kientz	Robert Merrill
NY Central box car	Paul Gerhart	Robert Merrill
Railroad Magazines	Jack Barich	Doug Archer

Door Prize	Donated by	Winner(s)
Strassburg RR Postcards	Sue Kientz	Jane Wirtz
Book: <i>Great American Scenic RRs</i>	Brian Hunnel	Al Swerdfeger
No. 3751 Photo: <i>Pirate Steam</i>	Sue Kientz	Jack Barich
Railroad Magazines	Jack Barich	Donna Johnson
Bottle of 2006 Nipozzano Riserva Chianti	Dennis White	Ted Wirtz
Railroad Magazines	Jack Barich	Harold Benash
Framed and matted photo of Pacific Electric "Brea - Yorba Linda Ltd." circa 1931	Dennis White	Jim Hoffmann
VHS RR tapes (4)	Brian Hunnel	Tommy Reminiskey
Framed and matted photo of Amtrak's Southwest Chief at Fullerton in 2007 (rare)	Dennis White	Rod Archer
Chicago Burlington and Northern RR Stock Certificate, 1887 (rare)	Dennis White	Sue Kientz
RR Calendars	Jeff Schulze & Dave Norris	Donna Johnson
Railroad Magazines	Jack Barich	Todd Scott
Book: <i>Highball, A Pageant of Trains</i>	Sue Kientz	Marty Kluck
Railfan Magazines	Jack Barich	Elliott Alper

Door Prize	Donated by	Winner(s)
Rail Classic Magazines	Jack Barich	Gordon Bachlund
Railroad Magazines	Jack Barich	Al Swerdfeger
NMRA 96 Caboose Kits	Todd Scott	Jeff Schulze
Rail Videos	Dave Norris	Todd Scott
Book: <i>All Aboard</i>	Al Swerdfeger	Marty Smith
Amtrak Schedules (3)	Dave Norris	Carl Pftzing
Railroad Magazines	Jack Barich	Al Swerdfeger
Railroad Magazines	Jack Barich	Don Lawver
Wall Hanging: 20th Century Ltd. Stamp	Jeff Schulze	Bob Gordon
Railroad Magazines	Jack Barich	Jim Hoffmann
Super Power Book	Al Swerdfeger	Todd Scott
Lantern	Jack Barich	Carl Pftzing
Rail Travel etc., Magazines	Jack Barich	Jeff Schulze
Framed Photo: PE #418	Jeff Schulze	Don Lawver
Oil Can	Jack Barich	Paul Gerhart
Railroad Artifacts	Jack Barich	Harold Benash
Framed Photo: GE #540 AT&SF	Jeff Schulze	Rod Archer
Amtrak HO Set, 11 pieces	Jim Kruger	Gordon Bachlund
Poster: <i>America's Railways</i>	Gordon Bachlund	Donna Johnson

Be sure you check out the many photos of the Annual Dinner at the Depot, taken by SCSRA's official photographer Elliott Alper, on pages 8 and 9.

Thank You To Bremer & Tall Mouse

TALL MOUSE Arts, Crafts & Custom Framing stores have provided free printing of our *Hot Rail* newsletter for 10 years. We wish to extend our appreciation to longtime SCRPA member James Bremer, Tall Mouse owner and CEO, for his generous support of our organization.

Bremer is a former teacher, principal in the Fullerton Joint Union High School District and an economics professor at Chapman University, California State University Fullerton and the University of California, Irvine. He is also a dedicated donor to local community projects and youth organizations.

SCRPA sends an enormous THANK YOU to Jim and to his Tall Mouse staff members who have been so helpful through the years.

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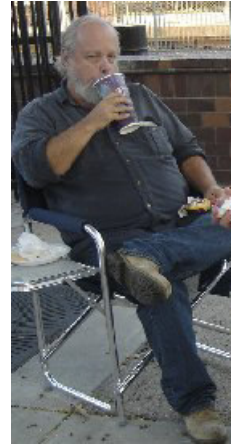
ANNUAL DINNER AT DEPOT 2010

As always, everyone had fun, watched trains, and won prizes at the Annual Dinner at the Depot.

Clockwise from right: (1) BNSF loco coming into Fullerton, (2) Lauri Schulze checks in dinner attendees, (3) Dave Norris relaxes with a soft drink, (4) an apprentice railfan poses on the caboose platform, (5) the SCSRA cabooses were open for informal inspection and lounging, (6) apparently those swivel chairs are comfortable in the SCSRA SP 4049 bay window caboose, and (7) Don Lawver arrives for the dinner.



Photos by Elliott Alper



These photos are in color on the web!

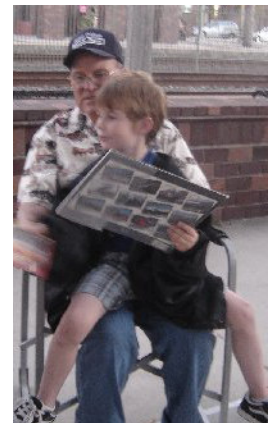
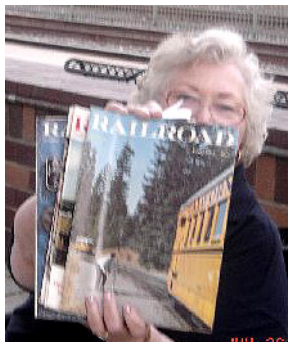
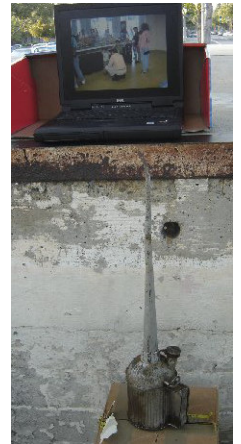
Read the *Hot Rail!* in PDF at www.scrpa.net

Clockwise from upper left: (1) Amtrak Surfliner arrives at Fullerton, (2) dinner attendees relax and train watch as they wait for dinner, (3) Robert Merrill peruses one of the door prizes, (4) one of the dessert cakes celebrates our BREAutiful year, (5) SCSRA Board Chairman Sue Kientz designed and arranged for the usual cake, donated by SCSRA, (6) SCRPA President Harold Benash looks cool as he keeps the dinner running smoothly, (7) Chris McCarthy is apparently having a great time, and (8) yet another wonderful train poses for eager railfans at the depot....

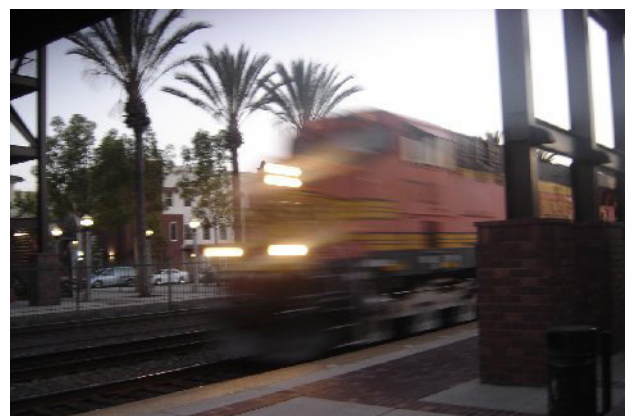




Clockwise from upper left: (1) a passing train catches the attention of the dinner crowd, (2) SCSRA president Gordon Bachlund announces SCSRA's 2010 Ridenour Award winner, who is (3) Tommy Reminiskey, shown with his award, (4) a train photo slide show on a laptop and an oil can door prize, (5) the table of door prizes, and (6) Jack Barich, Jeff Schulze, Harold Benash, and Sue Kientz hand out door prizes.



Clockwise from upper left, (1) Donna Johnson wins Railroad Magazines; (2) Lauri Schulze looks over her prize; (3) Rod Archer and framed Amtrak locomotive photo; (4) Cole Johnson sits on grandpa Al Johnson's lap to look over his prize, (5) a BNSF loco rushes past; (6) Elliott snaps a photo of a waving porter in the Amtrak sleeping car, (7) tanker cars pass as the sun goes down.



'EMMA' at OCME

Story and Photos by Gordon Bachlund

The below photos are of a 1-1/2" scale Mogul I bought from the estate of its late builder in 1988, and ran for many years at Los Angeles Live Steamers. When wear in the side rod bearings became evident, I began, but never completed a rebuild. Ultimately I sold her to a co-worker at Boyle Engineering, Andy Romer, two years ago, and Andy has put her back together with new bearings and other amenities. On Saturday, September 18, he brought her to Orange County Model Engineers in Costa Mesa for her first trial run. She started out fine, but after an hour or so suffered a failure of the axle-powered feed water pump. Back to the Shop!



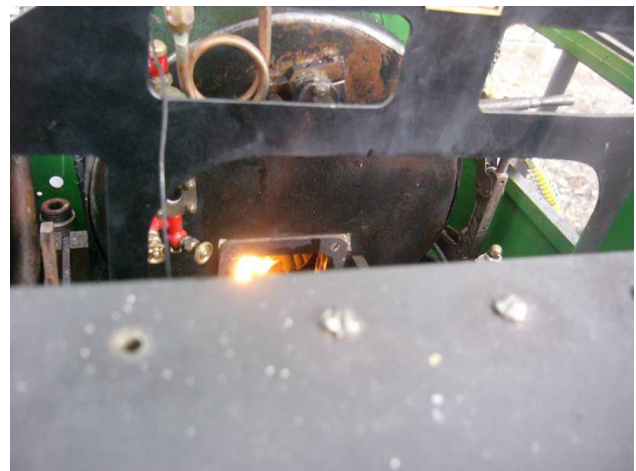
Andy cleans the flues with a shotgun cleaning brush



The cab sports a new reflex water glass



Here Andy gets ready to blow compressed air on "Emma" to rid her of soot, then he'll close the smoke box



The fire roars in the firebox with compressed air for draft; when the boiler pressure reached 30psi he switched to steam for draft



Now she has a full head of steam and is rolled from the steaming bay track onto the transfer table



"Emma" and Andy await clearance to proceed at the station....it was a public train ride day to boot, so lots of traffic....



After the water pump bearing failure "Emma" was eased back to the turntable...

...and onto the transfer table to be returned to the steaming bay to be blown down, drained, cooled and cleaned.

2010-11 Calendar

- | | | | |
|----------------|---|--------------------------|--|
| Oct 13 | SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave. | Apr 30-
May 1 | Railroad Days , 9 a.m. - 5 p.m. Tentative. |
| Nov 6* | Scary Movie Night: <i>Terror Train</i> (1980)* , 6:30 p.m. with Wine Tasting at 6 p.m. Fullerton Museum Center Auditorium (FMCA) | May 24 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Oct 26 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | Jun 25 | H&MC/SCSRA Annual Dinner at Depot , Caboose, Fullerton Amtrak Station, 6 p.m. |
| Nov 23 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | Jul 13 | SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave. |
| Dec 4* | SCSRA Christmas Train-Watching Party , Caboose, Amtrak Depot, Fullerton, 2-5 p.m. | Jul 23* | Movie Night: <i>Train to Tombstone</i> (1950)* , 6:30 p.m. with Wine Tasting at 6 p.m., FMCA |
| Jan 12 | SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave. | Jul 26 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Jan 22* | Movie Night: <i>Twentieth Century</i> (1934)* , 6:30 p.m. with Wine Tasting at 6 p.m., FMCA | Aug 23 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Jan 25 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | Sep 27 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Feb 22 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | Oct 12 | SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave. |
| Mar 22 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | Oct 22* | Movie Night: <i>Home in Oklahoma</i> (1946)* , 6:30 p.m. with Wine Tasting at 6 p.m., FMCA |
| Apr 13 | SCRPA Quarterly Dinner Meeting , 6 p.m., China Buffet, 104 W. Orangethorpe Ave. | Oct 25 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Apr 23* | Movie Night: <i>Kansas Pacific</i> (1953)* , 6:30 p.m. with Wine Tasting at 6 p.m., FMCA | Nov 22 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. |
| Apr 26 | H&MC Meeting , St. Paul's Lutheran Church, 111 W. Las Palmas Dr., Fullerton, 7 p.m. | Dec 3* | SCSRA Christmas Train-Watching Party , Caboose, Fullerton Amtrak Station, Fullerton, 2-5 p.m. |

* Dates and movie titles subject to change. Check www.scrpa.net for updates

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- **Annual Dinner at Depot report, photos and door prize winners;** see pages 6-9
- **Upcoming Movie Event:** Saturday, Nov. 6 (note date change), *Terror Train*, and an Elmer Fudd cartoon; see page 3
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- **Tentative 2011 Calendar** is available; see page 11

○ HOT RAIL! ○

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